

WINE AND SPIRIT MERCHANT  
CHAZALUM & CO.  
MAKERS AND FRENCH PRESERVE IMPORTERS  
QUEEN'S ROAD.

# The China Mail.

ESTABLISHED 1846

St. GEORGE'S BUILDING  
DISS BROS.  
Tailors.

No. 13,613

號一廿月一十年六零百九千一英

HONGKONG, WEDNESDAY, NOVEMBER 21, 1906.

日六初月十年午丙

PRICE, \$3.00 Per Month.

## SHERRIES.

**PALE FINO:**  
Cade de Torres Cabrera ... \$12.00.  
**DINNER SHERRY:**  
Cade de Torres Cabrera ... 16.00.  
PER CASE OF 1 DOZEN QUARTS.

**MADEWEN, FRICKEL & CO.,**  
1815 3, DUNDRELL STREET.

Intimations.

## WHOS WHO IN THE FAR EAST.

THE  
ONLY BOOK OF REFERENCE

OF THE  
BIOGRAPHIES  
OF THE  
PROMINENT MEN OF  
THE FAR EAST

IS NOW ON SALE  
Price ... \$10.

FORWARDED TO ANY ADDRESS.

Obtainable from the Publishers—  
8, QUEEN'S ROAD CENTRAL.

Hongkong.  
Hongkong, July 10, 1906.

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

MEMBERS of the above Association are requested to note that the NEXT DANCE of the Season takes place on MONDAY, 3rd December, in the CITY HALL, at 9 p.m. Invitations should be obtained as early as possible, as none will be issued after the evening of the 2nd December.

For the convenience of the Kowloon Members a late Ferry will run at 1 a.m. J. J. BLAKE, Hon. Secretary.  
Hongkong, November 21, 1906. 2230

TO HOTEL PROPRIETORS.

HOTEL Manager and Managers, are requested to note that the NEXT DANCE of the Season takes place on MONDAY, 3rd December, in the CITY HALL, at 9 p.m. Invitations should be obtained as early as possible, as none will be issued after the evening of the 2nd December.

At present employed in Ceylon. A few of Advertisers testimonials to be seen at the Office of this paper. Answer, with full particulars to HOTEL.

Care of CHINA MAIL Office, Hongkong, October 24, 1906. 206

TUITION.

MR. L. A. DE GRACA has discovered a New Method which enables him to teach the MAXIMA or BACH in six months. Also gives Lessons on Violin and Guitar. Terms moderate. Address 63, ELGIN STREET.

Hongkong, November 20, 1906. 2094

NOTICE.

MR. YAKOUCHI, JAPANESE ARTIST from Yokohama, can execute any WATER-COLOUR PAINTINGS, including Figures, Land and Seascapes, Buildings, Portraits, etc. No. 1, Des Voeux Road Central, Hongkong.

Apply to MR. YAKOUCHI, 4/F, FORTY-ONE & Co., Jap. Goods Shop, 9, D'Almeida Street, Hongkong, November 12, 1906. 2185

NOTICE.

FRENCH TERRITORY OF KWONG-CHOW-WAN.

TENDERS for the FARM during 5 or 8 years, of BAW and PREPARED OPIUM imported or prepared on the spot will be received at Maheo (Kwong-chow-Wan) up to December 31st, 1906. All details and conditions will be given by the French Consulate, Hongkong, any day between 10 a.m. and 4 p.m.

By Order, GASTON LIEBERT, Consul for France, Hongkong, November 18, 1906. 2210

FOR SALE OR HIRE.

JUST ARRIVED a large Consignment of ENGLISH-MADE BICYCLES, etc. Monthly payment system can be arranged. THE EASTERN CYCLE CO., No. 1, ARSENAL STREET, Hongkong, November 13, 1906. 2193

DENTAL SURGEON  
G. DE PERINDORGE.

DIPLOMA: PARIS.

LATEST IMPROVEMENTS INCLUDING

PORCELAIN FILLINGS

HOTEL MANHONGS, PEDDER STREET, Hongkong, June 1, 1906. 1149

## Business Notices.

THE PULSOMETER ENGINEERING CO., LD., LONDON.

PULSOMETER  
PUMPS  
WATER-SOFTENING PLANTS  
FOOL-PROOF ICE PLANTS.

SOLE AGENTS: W. S. BAILEY & CO. 20, CONNAUGHT ROAD.

**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

### Hongkong-Canton Line.

s.s. POWAN, 2,338 tons, Captain W. A. Valentine.  
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.  
s.s. KINSHAN, 1,965 tons, Captain J. J. Lousina.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m. (Saturday Excepted).  
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

### Hongkong-Macao Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at 3 p.m. Sunday Special Excursion leaving Hongkong at 9.30 a.m. and a Second Departure about 7 p.m.  
Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a Second Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamilton.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE HONGKONG & MACAO STEAMBOAT COMPANY, LTD.

### Canton-Wuchow Line.

s.s. SALNAM, 588 tons, Captain J. Wilcox.  
s.s. NANNING, 669 tons, Captain A. McKinnon.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are highly thrifty by electricity.

Further particulars may be obtained at the Office of the —  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.  
HOTEL MANHONGS, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD AND SWIRE.  
Agents, CHINA NAVIGATION CO., LTD.

**HOTEL BALTIMORE** LATE HOTEL AMERICA  
2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply to THE MANAGER.

**A. S. WATSON & CO., LD.**

**REDUCTION IN PRICES.**

WE beg to notify our Customers and the Public generally that LARGE REDUCTIONS have been made in our PRICES to adjust them to the rate of exchange now ruling. These reductions will come into force on the 15th NOVEMBER, 1906, and the discount of 5% hitherto allowed will cease from that date.

A. S. WATSON & CO., LD.

Hongkong, November 10, 1906. 2177

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUND at 31st DECEMBER, 1905, £17,837,118.

(Authorized Capital £3,000,000)  
Subscribed Capital £2,750,000  
Paid-up Capital £2,487,500 0 0  
Fire Funds £3,386,720 19 8  
(Life and Annuity Funds £13,722,898 8 6)

Revenue Fire Branch... £17,837,118 8 1  
Life and Annuity Branches... £1,718,808 19 10  
£19,555,926 9 9

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

SHEWAN, TOMES & CO., Agents.

1837

## Dentistry.

**DR. HARRY FONG,**

AMERICAN TRAINED DENTIST.

Electrical and Latest Improved  
61, QUEEN'S ROAD CENTRAL. 1874

**Dr M. H. CHAUN,**

THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
7, DES VOEUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A. 1898

**S I E N T I N G,**

Surgeon Dentist,  
No. 14, D'ALMEIDA STREET.  
TERMS VERY MODERATE  
Consultation Free. 638

**HONGKONG HIGH-LEVEL TRAMWAY COMPANY, LIMITED.**  
(IN LIQUIDATION)

**TIME TABLE.**

**WEEK DAYS.**

7.00 a.m. to 7.30 a.m. Every 30 minutes.  
7.30 a.m. to 8.30 a.m. Every 10 minutes.  
8.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 8.00 p.m. Every 10 minutes.

**NIGHT CARS.**

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

**SUNDAYS.**

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 10.30 a.m. Every 30 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 8.00 p.m. Every 10 minutes.

**NIGHT CARS as on Week Days.**

**SATURDAYS.**

Extra Cars at 11.30 and 11.45 p.m.

**SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.**

**JOHN D. HUMPHREYS & SON,**

Liquidators.  
Hongkong, August 27, 1906. 1961

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## Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

**BELL'S ASBESTOS.**

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE: 8, DES VOEUX ROAD.

**LANE, CRAWFORD & CO.**

NOW SHOWING IN THE  
**LADIES' DEPARTMENT.**

**TWEED COSTUMES, EVENING ROBES, SILK and MOIRETTE UNDERSKIRTS. SILK BLOUSES**

NEW MODELS IN  
**TRIMMED MILLINERY. GOLF CAPS AND JERSEYS.**

LANE, CRAWFORD & CO.  
Hongkong, October 12, 1906. 2040

**JUST ARRIVED FOR SALE.**

**BEAUTIFUL XMAS GIFT ALBUMS**  
CONTAINING 50 DIFFERENT VIEWS OF THE TYPHOON OF 18th SEPTEMBER. PRICE \$5.00 each only.

Apply to M. MUMEYA, No. 8a, Queen's Road Central. 2226

Hongkong, November 19, 1906.

**MUSICAL DINNER**

AT  
**BELLE VIEW HOTEL**  
(LATE METROPOLE HOTEL).

THE CALCUTTA STRING BAND gives selections Every SUNDAY during the Evening. PRIVATE DINING ROOM, USUAL PRICES. A pleasant drive, along the Sea Front, either by Tram or Ricksha. TEA and COFFEES served on the Lawn facing the sea. Intending Diners will greatly oblige by communicating with Telephone No. 393.

**BELLE VIEW HOTEL.**

**LEGERDEMAIN ENTERTAINMENT.**

By the Famous Tin Yung Kuei Troupe, given on SATURDAY, 24th inst., at 9 p.m. Sharp.

Admission ... \$1.00 and 50 cents. 2209

**10 PER CENT DISCOUNT.**

IN consequence of the favourable exchange now ruling, we beg to notify our PATRONS and the PUBLIC GENERALLY, that until further notice,

Our Prices for Wines and Spirits will be reduced 10 per cent, as from the 1st NOVEMBER.

**H. PRICE & CO.,**

WINE & SPIRIT MERCHANTS,  
12, QUEEN'S ROAD CENTRAL. 2199

Hongkong, November 16, 1906.

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## Business Notices.

**GREEN ISLAND CEMENT CO., LD**

**PORTLAND CEMENT**

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

**Shewan, Tomes & Co.,**

GENERAL MANAGERS.

**FAIRALL & CO.**

Owing to the Fire of Nov. 4th, our STORE will be CLOSED on MONDAY and TUESDAY, Nov. 19th and 20th, during arbitration of Fire Insurance Companies.

**THE HONGKONG HOTEL**

UNRIVALLED FOR COMFORT AND CUISINE. THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY. MODERATE TERMS AND NO EXTRAS. H. HAYNES, Manager.

**VICTORIA DISPENSARY.**

WE HAVE JUST RECEIVED A NEW SHIPMENT OF

**CONFECTIONERY.**

Chocolate Almonds and Creams, Chocolate Biscuits, Mexican and Milk Chocolate.

PASCALL'S BUTTER SCOTCH AND TOFFEE.

RICHMOND MIXTURE. BURNT ALMONDS.

Sugared Almonds. Mixed Fruit Pastilles.

A LARGE ASSORTMENT OF CADBURY'S CHOCOLATES IN FANCY BOXES.

**REMINGTON**

**TYPEWRITERS**

WITH ALL REQUISITES.

**SIEMSEN & CO.,**

SOLE AGENTS.

Hongkong, March 2, 1906. 249

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THE FREIGHT MARKET.

Messrs Lamb & Rogge report as follows under date Nov. 17.

Freights have continued in much about the same state as last reported. Enquiries after tonnage have been few and far between, and though some demand from Saigon to this and what may be called the doing of charters for this season from Newchwang for Canton have helped to some business, the total result during the fortnight again does not amount to much. At time writing several handysized ready boats are open for offer.

Saigon: Saigon to Hongkong, some further demand has been met locally at between 42 and 13 1/2 cents. Saigon reports the fixtures of French s.s. "Phuyen" at 12 cents, British s.s. "Derwent" at 12 1/2 cents, possibly other have been chartered also.

Saigon to Philippines, business done at 16 and 25 cents. Demand has since subsided. Closing rate can hardly be quoted better than 24 cents for larger size, nominal.

Saigon to Singapore and Padang, 1,000 tons each port, the fixture of a steamer has been reported at 16/40 cents.

Bangkok requirements are all supplied by the "lines" for the present. The so called "French competition" in the Bangkok Hongkong trade, as had been established by the chartered steamers "Blanchon" (French), and "Proviences" (Norwegian), has stopped running.

From Java, nothing is doing.

From Newchwang, for Canton fixtures at 18 and later at 20 cents. Closing rate last year was 91 cents. Newchwang to Amoy or Swatow, we have not heard of anything more having been done locally.

Concerning coal freight:

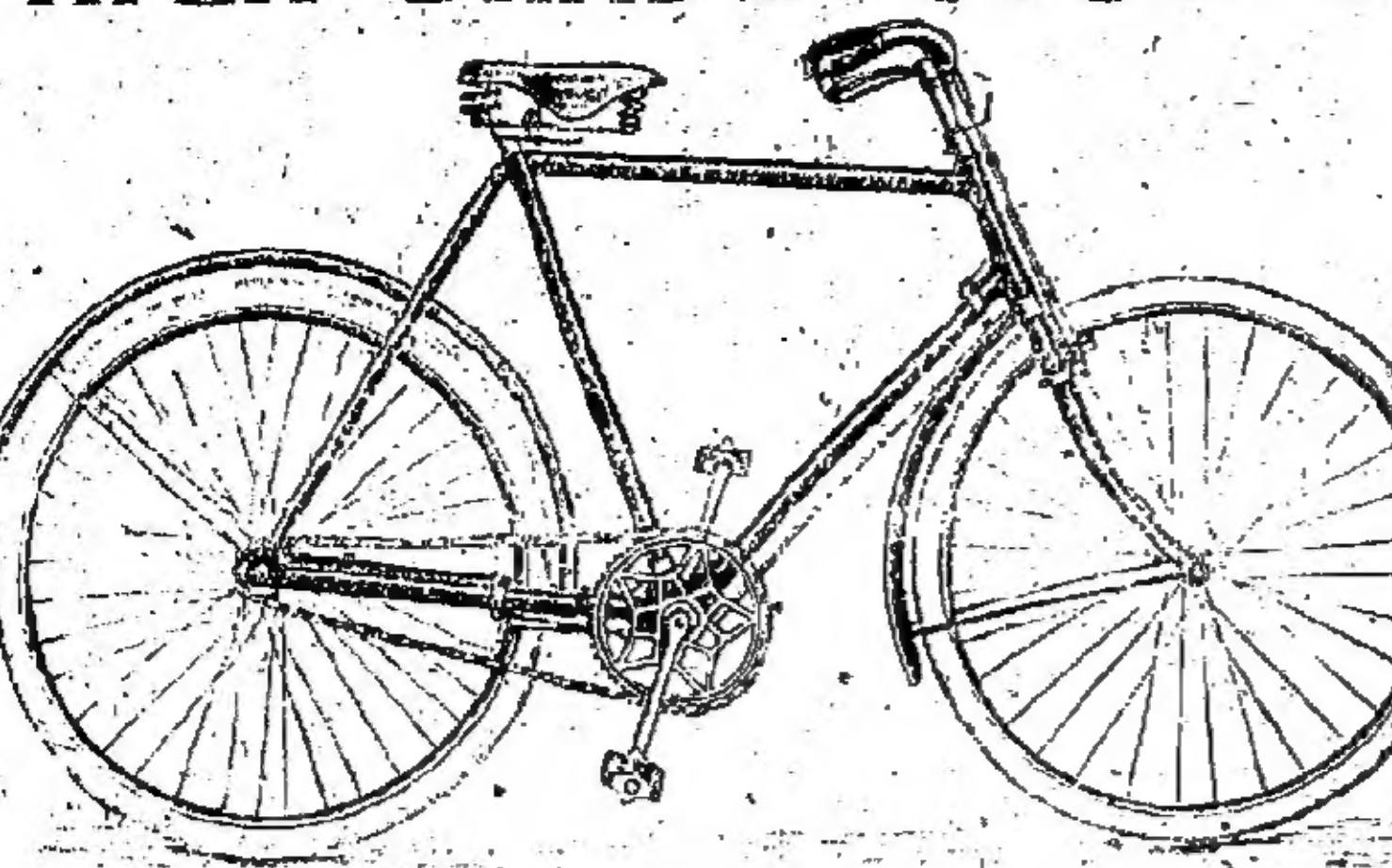
From Hongkong, to this a charter done at \$1.10, to Swatow at \$1.25.

As for charters from Japan, the demand lately in evidence for Canton has ceased, and for Hongkong the rate from Moji is nominal, after the fixture of a large carrier at \$1.30 early in the fortnight. For Amoy we have heard of a charter at \$1.85.

On time-basis, the light draft Norw. s.s. "Fritjof" 2,050 tons d.w. total, has been chartered for natives' account, presumably for salt trade, for a short term, rate \$4.000.—per month.

Sailors: American ship "S. P. Hitchcock" has been condemned, and will be disposed of.

HIGH GRADE CYCLES



CHEAP SALE FOR 15 DAYS ONLY.

Please Call - WILLIAMS GIBSON, McKIRDY & CO.,  
DRAGON CYCLE DEPOT, 11, D'ARVILLE STREET, HONGKONG, November 17, 1906.

FENNINGS'

For the Prevention and Cure of  
FEVERS AND INFECTIOUS DISEASES.

FEVER

Sold by Chemists everywhere in Bottles at 1/1 each, with full directions.

No Resident in Tropical Countries should be without this invaluable Medicine, the timely use of which has saved thousands of lives.

ALFRED FENNINGS, Cowes, England.

CURER!

MIYAKO HOTEL,  
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILD LONDON.

WELLINGTON KNIFE POLISH  
WELLINGTON SILVERSMITH'S BLACK LEAD SOAP FOR CLEANING PLATE  
POLY-BRILLIANT METAL POLISH  
NEVER BECOMES DRY OR HARD LIKE OTHER METAL POLISHES

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

**THURSDAY,**  
the 22nd November, 1906, at 12 o'clock Noon, at his Sales Rooms,  
DUNDRELL STREET,  
(FOR ACCOUNT OF THE CONCERNED),  
THE WHOLE OF THE HULK  
STANFIELD  
as she now lies in YAMMART BAY, with all Anchors, Chains and Appurtenances.  
TERMS: Cash on fall of hammer and the work to be at purchaser's risk on fall of hammer.

GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, November 16, 1906. 2213

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

**THURSDAY,**  
the 22nd November, 1906, at 2.30 P.M., at No. 62, ELGIN ROAD, KOWLOON,—  
THE WHOLE OF THE  
STOCK-IN-TRADE,  
Consisting of—  
PROVISIONS AND STORES and the FIXTURES and GOODWILL.  
The whole will be offered in one Lot and if not disposed of will then be sold in suitable and small Lots.  
TERMS:—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, November 16, 1906. 2212

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M<sup>r</sup>. GEO. P. LAMBERT has instructions to sell by Public Auction, on

**MONDAY,**  
the 26th November, 1906, at 12 o'clock Noon, at his Office in DUNDRELL STREET,  
In One Lot  
THE VALUABLE LEASEHOLD PROPERTY  
Registered in the Land Office as—  
Sections A, B, C and D, and the Remaining Portion of KOWLOON ISLAND Lot No. 51 with the premises thereon known as Nos. 112, 114, 116, 120 and 122, Station Street South, and Nos. 117, 119, 121, 125 and 127, Temple Street South, Yau-mat.  
The total area of the above property is 3,338 square feet. The total Crown Rent is \$3.14.  
Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors, Messrs DEACON, L'OKER & DEACON, 1, Des Voeux Road Central, and from the AUCTIONEER, Hongkong, November 16, 1906. 2205

ADVERTISE

ADVERTISE

ADVERTISE

For Sale of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for

Advertising is

China Mail.

Read by all Classes in the Colony

and undoubtedly the

POPULAR & READING PAPER.

Established over Half-Century.

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Gregory Apoor having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 22nd Inst., 1906, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from along-side: such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,  
Hongkong, November 20, 1906. 2228

BECK'S LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLUMOND.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whences and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 24th November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd December, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th November, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 19, 1906. 2222

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Kulsang having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 5 P.M. of the 17th Inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, November 16, 1906. 2208

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, COLOMBO, CANTON, PENANG AND SINGAPORE.

THE Co's. Steamship Eberhard Franz Ferdinand having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whences delivery may be obtained.

This Vessel brings cargo:—  
From Trieste ex s.s. Imperatrix, transhipped at Bombay.  
From Venice ex s.s. Euphrates and Odipus, transhipped at Trieste.

From Zanzibar ex s.s. Bohemia, transhipped at Aden.  
Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th November, 1906, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th November, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, November 19, 1906. 2235

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DEVANHA.

FROM LOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo:—  
From LONDON, ex s.s. Medard.  
From ITALY, ex s.s.  
From AFRICA, ex s.s.  
From CALCUTTA, ex s.s.  
From PERSIAN GULF, ex s.s. B.I.S.N. and B. & P.S.N. Co's. steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 Hours.

Goods not cleared by the 22nd Inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at appointed times.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.  
Hongkong, November 16, 1906. 2207

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Albany	despatch-vessel	1700	12	3000	Comdr. E. La T. Latham	Hongkong
Arcton	corvette, 2nd class	4980	10	9000	Captain S. L. Vaughan Lee	Hongkong
Bramble	river gunboat	710	2	90	Lieut.-Comdr. Davidson	Yangtze
Britomart	river gunboat	710	2	90	Lieut.-Comdr. Bimber	Yangtze
Chorub	water tank and tug	1070	6	1400	Comdr. Luard	Hongkong
Clio	aloop	360	—	800	—	Hongkong
Diadem	cruiser, 1st class	11,000	16	6,500	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Fame	torpedo boat destroyer	380	—	5700	Lieut.-Comdr. Hughes	Hongkong
Flora	cruiser, 2nd class	4380	10	7000	Capt. Grant Dalton	Hongkong
Flora	torpedo boat destroyer	275	—	4000	Lieut.-Comdr. Cox	Wei-hai-wei
Flora	torpedo boat destroyer	275	—	4000	Lieut.-Com. Hemmiker Heaton	Wei-hai-wei
Flora	torpedo boat destroyer	280	—	3900	Lieut.-Comdr. W. H. Darvall	Hongkong
Flora	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Hongkong
Flora	cruiser, 1st class	14,000	14	0 0 0	Capt. Cecil F. Tharby, R.N.	Hongkong
Flora	river gunboat	618	—	1200	Lt.-Comdr. E. V. R. Dugmore	Yangtze
Flora	cruiser, 1st class	9800	—	—	Capt. A. J. Tuke	Hongkong
Flora	river gunboat	180	—	800	Lt.-Com. R. E. Vaughan	Hongkong
Flora	torpedo boat destroyer	350	—	4300	Lieut.-Comdr. J. Kiddle	Wei-hai-wei
Flora	cruiser	2400	—	—	Capt. Woolcombe	Wei-hai-wei
Flora	Surveying-vessel	845	—	650	Comdr. C. E. Moore	Hongkong
Flora	river gunboat	85	—	240	Lt.-Comdr. C. O. Walcott	West River
Flora	river gunboat	85	—	240	Lt.-Com. H. T. Atay	West River
Flora	torpedo boat destroyer	250	—	6500	Reserve	Hongkong
Flora	receiving ship	4600	—	—	Commodore Williams	Hongkong
Flora	river gunboat	180	—	800	Lt.-Comdr. E. Seeratan	Yangtze
Flora	river gunboat	710	—	900	Lieut.-Comdr. West	Shanghai
Flora	torpedo boat destroyer	380	—	6500	Lieut.-Comdr. Stevenson	Wei-hai-wei
Flora	surveying ship	629	—	—	Comdr. R. W. Blunell	Hongkong
Flora	torpedo boat destroyer	360	—	5900	Lieut.-Com. C. E. L. Thomas	Wei-hai-wei
Flora	river gunboat	195	—	600	Lt.-Comdr. G. B. Spicer Simon	Upper Yangtze
Flora	river gunboat	150	—	600	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Flora	river gunboat	150	—	600	Lieut.-Com. Jno. F. Knox	Upper Yangtze

\* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Josef	Austro-Hungarian cruiser	4309	19	9000	Capt. Ferdinand Buhley	Shanghai
Parthia	Austro-Hungarian cruiser	1350	12	6000	Captain E. Koerber	Singapore
Achilles	French armoured cruiser	1798	10	1700	Lieut. Ferret	Haiphong
Albatros	French receiving-ship	—	—	—	Lieut. Merle	Haiphong
Albatros	torpedo-boat	—	—	—	Commander Kerhuel	Cape St. James
Argos	French gunboat	123	—	500	Lieut. Jannet	Canton
Carondelet	French gunboat	—	—	160	Lieut. Hine	Salon
Carondelet	French gunboat	645	10	1000	Lieut. L'Herminier	Salon
Carondelet	French gunboat	11,242	—	—	Capt. Tracou	Longkong
Dupetit-Thouars	French armoured cruiser	3985	14	6500	Comdr. Amet	Kiungking
Formentor	French armoured cruiser	10,914	38	20,000	Lieut. Coquelin	Salon
Formentor	French sub-marine	—	—	—	Lieut. Garrau	Hongkong
Formentor	French destroyer	303	7	6300	Lieut. Saint-Saens	Hongkong
Formentor	French destroyer	360	—	—	Captain Kildour	Yokohama
Formentor	French destroyer	876	36	20,200	—	Salon
Formentor	French destroyer	970	—	—	Lieut. Porter	Salon
Formentor	French gunboat	203	6	300	Lieut. Corbier	Haiphong
Formentor	French destroyer	150	7	800	Comdr. Sagot Duvaux	Salon
Formentor	French destroyer	150	7	800	Comdr. Sagot Duvaux	Salon
Formentor	French sub-marine	—	—	—	Lieut. Armentier	Salon
Formentor	French destroyer	970	12	16,000	Capt. Martel	Salon
Formentor	French destroyer	307	6	300	Lieut. du Chemin	Salon
Formentor	French gunboat	—	—	—	Capt. Grellier	Chungking
Formentor	French torpedo-boat	350	7	800	Lieut. Laviellere	Yokohama
Formentor	French sub-marine	—	—	—	Lieut. de Raimond Werth	Yokohama
Formentor	French torpedo boat	—	—	—	Lieut. Glorieux	Salon
Formentor	French battleship	9437	8	6071	Lt. Vincent de Brighias	Salon
Formentor	French destroyer	—	—	—	Reserve	Hongkong
Formentor	French gunboat	1798	10	1700	Lieut. Leblat	Salon
Formentor	French gunboat	250	6	—	Capt. Dupries	Salon
Formentor	French gunboat	6150	23	4560	Capt. Treppe	Yangtze
Formentor	French gunboat	123	7	500	Lieut. Brugnon	Hongkong
Formentor	German dispatch	11,000	36	14,000	Captain Wilken	Japan
Formentor	German gunboat	1000	10	1300	Comdr. E. von M. Hülse	Hongkong
Formentor	German gunboat	900	10	1300	Comdr. Kloebe	Hongkong
Formentor	German gunboat	850	10	1344	Comdr. Hartog	Hongkong
Formentor	German gunboat	1008	8	875	Comdr. Lubbert	Thientsin
Formentor	German cruiser	—	—	—	Capt. Witschel	Hongkong
Formentor	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Moller	Thientsin
Formentor	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Thientsin
Formentor	German gunboat	900	10	1300	Comdr. Abeken	Thientsin
Formentor	German gunboat	1700	6	1300	Capt. Lieut. Giesler	Japan
Formentor	German gunboat	—	—	—	Capt. Lieut. von Batow	Yangtze River
Formentor	German gunboat	—	—	—	Capt. Lieut. Ferboni	Yangtze River
Formentor	Italian cruiser	2000	—	—	Capt. Marone	Salon
Formentor	Italian cruiser	2000	—	—	Captain Borea Ricci	Shanghai
Formentor	Italian cruiser	2488	29	7000	Capt. Possetto	Shanghai
Formentor	Portuguese cruiser	1889	14	4000	Captain d'Antas Ribeiro	Macao
Formentor	Portuguese gunboat	730	—	—	Captain Coutinho	Macao
Formentor	U. S. gunboat	420	7	8000	Ensign A. K. Shoup	Philippines
Formentor	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Japan
Formentor	U. S. cruiser	4600	—	—	Capt. Sargent	Manila
Formentor	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Hongkong
Formentor	U. S. gunboat	420	7	8000	Ensign Guy Witlock	Canton
Formentor	U. S. cruiser	3100	20	4400	Commodore Alex. Sharp	Manila
Formentor	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jesson	Manila
Formentor	U. S. cruiser	3213	19	7500	Comdr. J. M. Robinson	Philippines
Formentor	U. S. gunboat	420	7	8000	Comdr. O. J. Butch	Manila
Formentor	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Formentor	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Formentor	U. S. gunboat	399	—	5000	Comdr. H. Rodman	Philippines
Formentor	U. S. monitor	660	10	6000	Comdr. W. F. Coffin	Philippines
Formentor	U. S. battleship	12,000	—	—	Captain Logan	Hongkong
Formentor	U. S. gunboat	201	3	250	Ensign J. W. Hayward	Yokohama
Formentor	U. S. gunboat	201	3	250	Ensign A. B. Reed	Cavite
Formentor	U. S. gunboat	—	—	—	Lieut. O. R. Train	Manila
Formentor	U. S. cruiser	6040	14	—	Comdr. J. C. Gilmore	Manila
Formentor	U. S. cruiser	3213	18	7500	Capt. F. F. Fletcher	Manila
Formentor	U. S. gunboat	347	3	600	Lieut. P. L. Pinner	Shanghai
Formentor	U. S. gunboat	1387	8	1284	Commander W. L. Rodgers	Manila
Formentor	U. S. battleship	12,000	60	12,500	Captain Franklin J. Drake	Manila



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PARIS AND EUROPE:—MAYNARD, FAY & CO., 13 Rue de la Grange Batelière, Paris. The Rev. Dr. HARR, D.O.L., 12 Rue Vivienne, Paris.

NEW YORK:—The Chinese Evangelical Office, 52, West 2nd Street.

SAN FRANCISCO:—American Ports generally:—BAIR & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORR, Melbourne and Sydney.

CEYLON:—W. M. SMITH & CO., THE ASSOCIATED CO., Colombo.

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**CHINA MAIL**

ALL THE NEWS OF THE WEEK.

TELEGRAMS, LOCAL NEWS, etc., etc.

THE BEST PAPER FOR POSTING TO FRIENDS AT HOME.

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JUST received a Large and Fine Assortment of JAPANESE XMAS AND NEW YEAR CARDS, AND CALENDARS, &c. MOST SUITABLE FOR POSTING TO EUROPE. PRICES VERY MODERATE. Inspection Solicited.

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7, D'AGUIAR STREET,  
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ARE SHOWING LADIES' JAPANESE EMBROIDERED MORNING GOWNS AND JACKETS, HATS (Paris Model) of the latest fashion, also XMAS GOODS, including TOM SMITH'S CRACKERS, TOYS, &c., &c.

Every Convenience in the DRESSMAKING DEPARTMENT. HATS remodelled and made to Order. INSPECTION CORDIALLY INVITED.

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Proprietor,  
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Packed in the daintiest Boxes  
or in the simplest to suit  
the taste.

**A. S. WATSON & CO.,**  
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**ALEXANDRA**  
BUILDINGS.

Hongkong, November 21, 1906.

## MEMOS. FOR TO-MORROW.

**Auctions.**  
Noon—Auction of Wreck of the Hulk Stanfield, at Mr Geo. P. Lammer's Sales Rooms.  
2.30 p.m.—Auction of Stock-in-Trade, at No. 52, Elgin Road, Kowloon.  
**Miscellaneous.**  
Goods per Devanha not cleared at 4 p.m. on this date subject to rent.  
Goods per Gregory Apor undelivered after 4 p.m. on this date will be landed.

## General Memoranda.

**SATURDAY, November 24:—**  
2.30 p.m.—Auction of Household Furniture, &c., at Mr Geo. P. Lammer's Sales Rooms.  
9 p.m.—Legerdemain Entertainment in Belle View Hotel.  
Goods per Benomend undelivered after this date subject to rent.

**MONDAY, November 26:—**  
Noon—Auction of Leasehold Property at Mr Geo. P. Lammer's Sales Rooms.  
**TUESDAY, November 27:—**  
Goods per Zeyder undelivered after this date subject to rent.  
Goods per Gregory Apor not cleared on this date subject to rent.  
Goods per Pyne Sigismund undelivered after this date subject to rent.

**MONDAY, December 3:—**  
9 p.m.—Dance at City Hall.

## The China Mail.

HONGKONG, WEDNESDAY, NOVEMBER 21, 1906.

## MINOR NAVIES.

It has been definitely decided by the Commonwealth Government that Australia is to have a navy of its own. The Australians should know their own business best and, as they have to pay the piper for the tune they call, this latest manifestation of anxiety to obtain a costly and useless toy might be thought to have no interest for the rest of the Empire. But it has. The creation of an Australian fleet will assuredly lead in due course to a demand that the subsidy paid to the Imperial Government for the services of an auxiliary squadron should be discontinued. Although the amount of that subsidy is ludicrously small its payment is a tacit admission that Australia recognises that every portion of the Empire is in duty bound to contribute to the cost of maintaining its integrity. It might be argued that the creation of an Australian navy would be a recognition of that principle as it would release so many Imperial ships for use elsewhere or else relieve the Imperial tax-payer of portion of his burden. This is a very specious argument but it will not bear analysis. The strength of the British Navy lies in its ability to concentrate at any threatened point in overwhelming force. If the various squadrons were unable to leave their nominal stations its supremacy would be at an end. Every indication suggests that the Australian Government intends its navy to police the coasts of Australia and not to participate in operations outside its waters. Consequently it would be of no service at all to the Empire. Such an occurrence is extremely unlikely but let it be supposed that a war broke out between Great Britain and Japan. If matters remained as they are to-day probably the first thing that the Imperial Navy would do, after the concentration of every unit on this side of the globe at some suitable spot, would be to engage the Japanese fleet as near its own waters as possible. The chances of success would obviously be much decreased if the warships in Australian waters were unavailable. A defeat of the British fleet would enable the entire Japanese fleet to escort troops from Japan and the opposition that the Australian Navy could offer would not be worth seriously taking into account. A pertinent article in *Engineering* lays stress on the fact that the power of the purse asserts itself more in regard to marine than land armaments. Just as in the commercial world the "small man" is being gradually gobbled up, so in the minor navy being organised. Of what real use, he asks, are the navies of Belgium, Cambodia, Costa Rica and the numerous other countries which possess two or three war-ships? The tendency is for the lives of war-ships to

shorten and for their bulk and cost to increase. How can the poorer nations hope to maintain their place in this ghastly financial race which is telling appallingly upon even wealthy powers? The discreetest thing for them to do is to seek an alliance with one of the great powers and give up their useless toys. Australia has already a blood alliance with the greatest naval power in the world. Of what use is it then for her to emulate the foolish example of Colombia and Zanzibar and fasten upon her shoulders a burden which will get more and more irksome as time goes on?

Holland is about to enlarge itself by one eighth. For years the Dutch have thought over the possibility of reclaiming the Zuyder Zee which is nearly one-sixth as large as the whole of Holland. According to *Engineering* legislative sanction for the work has been obtained. The Zuyder Zee, says that paper, is the outcome of a number of floods, the area which it now comprises having originally been firm land, with only a moderate-sized lake; but the North Sea by degrees swamped the whole district, its ravages, of which accounts are recorded as far back as one hundred years before Christ, culminating in floods of 1170, 1277, 1287, 1337, and 1362. It has long been the ambition of the Dutch to restore their country to what may be considered its original size, and in some thirty years they hope to have compassed it. The area of Holland at present is about 33,000 square kilometers [about 10,000 square miles], and that of the Zuyder Zee 5,250 square kilometers; the depth varies from about 11 feet to about 20 feet at the deepest; it is proposed to leave a lake of some 1,200 square kilometers, but the rest, excepting, of course, the necessary canals, will, according to the present plan, be transformed into marsh-land. The first and most vital part of the work is the construction of a dam, nearly 20 miles long, proceeding from Ewijk; in North Holland, by way of the island of Wieringen, to Plassen, in Friesland. This dam, which, it is calculated, will take some eight years to complete, will turn the Zuyder Zee into a lake. The breadth of this dam, 18 feet above the level of the sea, will be 30 feet, and on its inner slope it is proposed to construct a double-lined railway and a roadway 20 feet broad. It goes without saying that this will be a very difficult dam to build, considering the always present risk of floods and the power of the breakers. Simultaneously with the work on the dam, the canalisation of the area inside it will be taken in hand. The laying dry of the sea to be reclaimed will, according to the present calculations, extend over some twenty-four years, and will be done piece by piece, it not being considered advisable to go ahead with a second piece until the first has been covered with vegetation. The Dutch have immense experience in this kind of work, and have always acquitted themselves exceedingly well. The cost of the whole undertaking is calculated at about £12,500,000, but in spite of this heavy expenditure, the undertaking will no doubt prove very remunerative, in case no accidents befall it.

## To-night's Concert.

Following is the programme of Miss Munkens' concert taking place to-night under the patronage of the Governor:—  
Soprano for Violin and Piano. Handel "Andante Allegro Adagio Allegretto"  
Miss Henriette Munkens and Miss Bonavia Hunt.  
Piano Solo. "Fantasia" ..... Chopin  
Miss Bonavia Hunt.  
Song. "Suff" ..... Schubert  
Mr P. W. Golding.  
Violin Solo. "Adagio" ..... Bizet  
"Souvenir de Moscow" ..... Witkowski  
Miss Henriette Munkens.  
Song. "Daffodils a-blowing" ..... Gernsey  
Mrs F. Maitland.  
Coccoro for two Violins. "Capriccio" ..... Bach  
"Largo, ma non tanto"  
Miss Henriette Munkens and Mr J. P. F. Joki.  
"Old Dutch suite of songs and Contradances."  
Violin and Piano Duet "18th and 17th Century," arranged by  
Sylvia Robertson.  
Miss Henriette Munkens and Miss Bonavia Hunt.  
Piano Solo. "Etude" ..... Liszt  
Song. "Selected"  
Mrs F. Maitland.  
Violin Solo. "Reverie" ..... Schumann  
"Capriccio" ..... Henriette Munkens  
"Serenade"  
Della  
Miss Henriette Munkens.  
Piano Solo. "Improvisation" ..... "Sie  
l'ant"  
Grieg  
Miss Bonavia Hunt.

## LAME BACK.

THIS ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day, and rubbing the parts vigorously at each application. If this fails to afford relief, bind on a piece of flannel slightly dampened with Pain Balm, and quick relief is almost sure to follow. For sale by all chemists and druggists.

## MORE REFORM IN THE AR.

It has frequently been said that were a business run on the same lines as the British Army it would fall inside twelve months. It is also said in connection with the fact that they should be so managed as not to make the horses restive. And again an inexperienced coxswain is easily detected by the frequency with which he alters his helm; whilst counter-order and disorder are two such inevitable companions as to be hardly worth mentioning. During the last few years it has become the fashion upon almost every occasion when politicians are gathered together to promise the public a Reform of the British Army. We have had vague promises of reforming this great national organisation day in and day out, year in and year out, and it would be interesting to observe what particular reform has actually taken place or what skilful modern Moses has arisen to lead the martial hosts of Great Britain through the Wilderness of doubt into which its prestige and strength has been incautiously dragged by the representative speech makers of the Empire.

The business lines promised by Mr Brodick resulted in no useful reform, even the miffin-cap, which he was not really the inventor of, not having inspired that confidence in this gentleman's ability to teach our Army to win battles as a matter of course. The miffin-cap stirred up a dissatisfaction amongst the troops that set at naught any new reforms that might have benefited our forces. The horses in the stable, to use this metaphor, were rendered restive; tactless touch upon touch at the helm of management merely revealed to the soldier himself that, however good in his own line of business this reputed cap-inventor might be, he had about the same capacity for guiding an Army on efficient lines as a butcher would have in reforming the Church if appointed Archbishop of Canterbury.

However, the new Reformer, Mr Haldane, has tactfully begun by removing the offensive cap and providing one with a peak to it as a shade for our soldiers' eyes—but no one has yet succeeded in pointing out to this hardworking statesman the further display of tact which he should exhibit by neglecting the use of that offensive war-cry "Army Reform." Efficiency in organisation, manoeuvring and weapons lie at the heart of every British soldier, and any good move in this desired direction is hailed with enthusiasm and delight. To label our fine old regiments with the name of fool or lazy bones requiring a drastic reformation is scarcely the best method of extending from them the best work of which they are capable, neither is it in accordance with the dignity of our Empire in the face of foreign nations, or of the magnificent traditions of the Army itself. It is usual in the case of a good machine to ascribe any failure in its working not to the wheels, cogs or brakes of the machine itself but to the man or men whose duty it is to keep the parts in working order. The failure of a Bank, taking another example, is as a rule attributed to the directors and management. A disappointed public howls for vengeance upon these high officials instead of upon the more clerks who carry out the work, system and policy inaugurated by their superiors. But the Army has in some way completely escaped common-sense public appreciation as to its supposed failure to show sufficient value for the public money expended. The cry goes up and finds official encouragement. "Here is our expensive machine, costing us millions more than a similar one used by foreign nations, giving poor results, poor returns for our money. Reform this machine entirely and let us have a new one!"

The sensible answer is, "you can have a new machine by all means—but—is it worth throwing good money after bad if you employ those to run your new machine who were incompetent to run your old one?" Try even conscription for the Army! If it really is logical to conclude that the class of men, who were unable to creditably run a small and well-disciplined Army, will prove equal to coping with a larger and partially disciplined organisation? It is reform in control that is required. The public Press is the public voice and, so long as the Press is inspired in its opinions by the speeches of public politicians, so long will the public eye perceive an unregenerate Army and disregard a controlling power which is responsible for any faulty results given by the Army itself.

Cheapsness is the latest fad! The Army is expensive undoubtedly; but the Army has no control over its expenditure. Financial control is centred in London and there the public gaze must be directed for satisfactory finance. Wastage can hardly be said to take place in the payment of emoluments of officers and men whose services are rewarded by a pittance which is not even a living wage. If public dissatisfaction is expressed by the expenditure upon its land forces, then dissatisfaction should be expressed at those in whose hands is the power of disbursing public funds, not at the Army itself. Finally we hear from the latest utterances that reform of the Army will come next Spring. We cannot help hoping that these reforms will be directed to the proper quarter and will take place in London. The City of Birmingham is a great political centre and many there recollect the speech of the late Mr Powell Williams shortly before the Boer War. "We have," he said, alluding to Omdurman, "the finest Army in the world, the best guns and the best Artillery." "Where are our Ranges, though?" enquired a sceptical listener. "They are out of my Range!" replied the professional speaker.

The usual thing. The point missed. Even had our guns been shot long—which they certainly weren't in those days—want of suitable practice grounds would have marred their utility. Yet these remarks fell from the lips of the very man responsible to the public for efficiency. And the public applauded him for his skill in repeating what a handy fellow only accomplished required in the control of a large organisation. "TORY."

## LOCAL AND COAST NEWS.

A Chinese child fell out of a window at a house in Kennedy Street yesterday and received fatal injuries. The child was at once removed to the hospital but expired on the way.

**A Serious Gun Accident.**  
A regrettable shooting accident occurred in the New Territory on Sunday last. A party of Hongkong sportsmen were out after quail and while one of the beaters was running after a wounded bird he was shot by a member of the party. The boy was badly wounded about the face and is at present in the Government Civil Hospital under medical treatment.

## A Canton College in Trouble.

A college in Canton has recently been established for the training of medical men for the army. The course included four years' study. The first two years were to be given to general knowledge and the second two to special studies connected with the object in view. This year it was affiliated with a new military college, and two Japanese tutors were employed to carry on the work. It appears, however, that one of these teachers had been compelled to retire through ill-health, the one who taught chemistry and other scientific subjects. The duties of the other embraced mathematics and map drawing. Bar owing to the failing health of the one, the other has been unable to carry on the work, and the general condition of the college has become such that the students have begun to call out, and are complaining that they are wasting their time as things are now carried on. What will be done does not yet appear but it is evident that something must be arranged or the institution will collapse.

## Ignorance.

A rather peculiar case has come before the police in connection with a banishment order recently made out against a Chinese boy. The boy, aged 15, had served a sentence in the goal for larceny and was to be banished on his release from prison. To this the boy's father lodged an objection on the ground that his son was born in Hongkong, in which case he could not be banished. The Chief Detective investigated the claim of the boy's parents and a Chinese woman came forward and swore that the boy was born on a boat at Causeway Bay, but his birth was not registered. There was no option but to accept this evidence but the father was proceeded against for neglecting to register his son's birth. To this he pleaded guilty and said he was ignorant of the regulation. This case suggests that the Registrar General should take steps to have notices posted warning the boat people that they must register births and deaths. To ensure compliance with the regulation a regulation might be made stipulating that no claims to being born in the Colony would be recognised unless the birth was duly registered.

## A Bit of Native Life.

Last week at Canton a man named Cheng arranged the wedding day of his slave girl, who was not overgratified with attractiveness, with one Mr Wong. It appears from the report however that when the woman had been sent to the house of Mr Wong, with the usual formalities, her master was not pleased with her, and wished to return her to her former master. At first he would not hearken to the proposal, but afterwards when it was whispered that it was thought that Wong would sell her, Cheng sent for her. Then it came to pass that Wong would not allow her to return. The next day the usual roast pork and the other things given and received on such occasions were sent by Wong to Cheng, who in turn would not allow these to be brought within his doors, but threw them down in his front yard. Wong then called in the neighbours, and there was the usual tornado of talk, which is supposed to pacify both parties on such occasions, and as the result of the compromise, it was agreed between them that Wong should not sell the unfortunate woman, and that he should allow her to return and visit her parents, when she wished. So the matter rests at present. No one can say what will be the ultimate fate of the poor girl.

## A STRUGGLE IN TOKYO SHARE MARKET.

**Attempts to Gain Control of Kanagafuchi Spinning Co.**

The Japan Gazette states that a very lively battle is going on in the Tokyo share market. Mr Kyugoro Sasaki, who piled up a fortune of three million yen during the wars, and his associates in the share market are doing their utmost to purchase a sufficient number of shares to secure control of the Kanagafuchi Spinning Co., in which the Mitsui family has strong interests. Mr Wu Kin-tang, a naturalised Chinese, presents, however, a strong front, assisted by Mr Inashita, President of the Kitahama Bank, Osaka. Mr Inashita attempted to "utilize shares" held by the Mitsui family, who, however, declined to be drawn, and then turned to block sources of capital for the Suzuki clique. Meanwhile, the Suzuki party has come into agreement with Mr Mura, of tobacco fame, and is ready to take up as many Kanagafuchi shares as are offered for transfer. Wu Kin-tang has thus been compelled to seriously defend himself, and is ostentatiously showing that he is drawing capital from the Yangtze region. Mr Inashita has also handed over the presidency of the Kitahama Bank to Mr Fujimoto, in order to participate in the Tokyo campaign. Although the keenest interest is awakened by the struggle, but in all likelihood the control of the Spinning Co. will not change hands.



## BY TELEGRAPH.

## A JUNK CAPSIZED.

## SIXTY CHINESE DROWNED.

(From Our Correspondent.)

SHANGHAI, November 21.

A large passenger junk proceeding down the Whangpoo, with 300 Chinese on board, capsized to-day.

Sixty Chinese passengers have been drowned.

## THE INSURANCE SCANDALS.

## FIRST REPORT PRESENTED.

(Editorial Review, supplied by British Consulate.)

LONDON, November 20.

Director Attorney General, of New York, has presented the first report of the insurance scandals.

The particular company whose affairs are there mentioned is the Mutual Life of New York, and the Attorney declares that it is a state of affairs which is a disgrace to the company.

[REDACTED]

Further Time Saved.

LONDON, November 19.

The Canadian Pacific has shortened the land transit for mails, and hopes that the English mail will reach Hongkong on 27.

They strongly urge the necessity of a remedy.

Prince von Bismarck's speeches have not allayed the popular discontent at the foreign policy.

SITUATION IN MOROCCO.

A Serious Outlook.

LONDON, November 19.

The condition of Morocco is going from bad to worse. The Europeans are looking forward to a Franco-Spanish intervention, and it is understood that both countries are making preparations to avoid being taken unawares when the moment for action arrives.

PARTNERS OR NOT?

In the Summary Jurisdiction of the Supreme Court this morning, before His Honor Mr. A. G. Wise (Puisne Judge) the action, *Chong Lai versus Chong Tsui*, a claim for \$1000 for alleged wrongful imprisonment, was set down for hearing.

When the case was called the Puisne Judge said:—In this particular case I called for pleadings; it is an action for false imprisonment. The statement of claim states that the plaintiff was arrested by the defendant, and that he acted as defendant's clerk and accountant. The statement of defence admits that to be correct. A short time ago there was four actions against these two men, as partners. In the first one they were represented by a solicitor and admitted being partners; in the remaining three they had solicitors who submitted to judgment against them as partners. Now, you had better amend these pleadings or both will get into trouble.

Mr Dixon (appearing for defendant)—I was going to raise the point that this action is not for false imprisonment, but for malicious prosecution.

Mr Lang (appearing for plaintiff)—The fact that the pleadings state they are master and servant makes no difference in the claim.

The Puisne Judge—Doesn't it? If your client comes into the box here and sticks to his statement that he was employed as a clerk, I will simply prove the other statements and he goes to jail! I asked for pleadings and I want them correct. I cannot have these discrepancies. You had better amend the statement of claim and I will give you the first day next week.

Mr Dixon—It may be that though the two were partners in the action referred to, they may not be partners in another branch of the business. Chinese businesses have many branches.

The Puisne Judge—The best thing to do is to amend; I will set the case down for Wednesday next.

A WORD TO TRAVELLERS.

The excitement incident to travelling and change of food and water often brings on diarrhoea, and for this reason one should leave home without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Sold by all chemists and druggists.

## SPORTING.

## Rugby Football.

## HONGKONG CLUB v. NAVAL TEAM.

A rugby match between parties of the Hongkong Club and a Naval team took place yesterday afternoon at Happy Valley, resulting in a draw. The teams were:—

Naval: Full-back, Baker; three-quarters, Lloyd, Elmsleigh, Jotham, and Campbell; halves, Marks and Benn; forwards, Byrne, Popple, Morrison, Howie, Foulkes, Heathcote, Barnett and Wellman.

Hongkong: Full-back, H. Petley; three-quarters, F. O. Kendall, T. E. Pearce, C. M. Preshaw and J. L. Lecky; halves, L. J. Blackburne and R. F. C. Master; forwards, H. G. C. Bailey, J. Hanron, R. Munro, T. G. Drakeford, and H. F. Hickman.

There were only eleven on the Club's side when they kicked off, and naturally they could not hold the full team opposed to them. From the kick off the ball was returned to half way and Lecky found the line near the Naval twenty-five. By forward play the ball got within fifteen yards of the Naval line and Blackburne all but scored, running round from the scrum. Suddenly there was a change. Marks broke through the scrum and punted high following on, followed by Campbell, the speedy three-quarter. The latter got to the ball first and picked up cleverly when going almost at full speed. Petley made an attempt to collar him but failed and Campbell scored behind the posts. Lloyd missed the shot at goal. Score, 3-0. After the kick out the Club's forwards, assisted by the three-quarters, made a good dribbling rush and got past the opposing three-quarter line, but the Naval full-back pluckily fell on the ball and stopped the career of the Club, when matters were looking dangerous. The Naval team were attacking strongly and with more consistency than the Club and another try was added a little later, again mainly through Marks, whose work at half was excellent, easily the best of the four. He ran round a scrum and being tackled passed to a forward. The ball was rushed across the line and one of the forwards fell on it and scored. Campbell missed the shot at goal and the Naval team lead by 4-0. Before another five minutes the Club's line was again crossed, this time by Lloyd on the right wing. He received a pass and bolted along the line, being all but collared by Petley. Instead of scoring there, Lloyd attempted to get behind the posts with the result that Petley, who continued to chase him, caught up and robbed him of a certain try, by tackling him and touching the ball down. At this stage, Hickman came on the field for the Club; they were still three men short. Good tackling was shown by the Club, Hanron grasping Campbell in line style, but not before the latter had passed to Lloyd, who in turn was well collared by Pearce. A good passing rush by the Club, the ball going from Blackburne to Pearce, to Preshaw, to Kendall, was spoiled by Campbell intercepting the last pass. He almost got clear, too, for Kendall just managed to stop him. There was no further scoring before half-time.

After the interval good play was again shown by the Club. From their own twenty-five Pearce kicked high and followed on, accompanied by Bailey and Lecky. Lecky over-ran the hall, as did Campbell (Naval team) but Bailey picked up and after running perhaps ten yards, passed to Lecky. The latter punted over Jotham's head and Master scored, being heavily grazed by the fullback, Baker. It was clean work. While play was close to the Naval line, Marks picked up, and on being downed by Preshaw, passed in his own twenty-five, with the result that the ball was rushed over the line and Preshaw fell on it and scored the Club's first try. Pearce missed an easy chance at goal. Score, 6-3. The Naval team had had the best of the game up to this stage, but good forward work by the Club put them in an attacking position near the Naval twenty-five. Marks, however, again relieved the pressure by a line kick, finding touch near half-way. The same player a moment or two later opened up play by a pass to Campbell, but the latter was well marked and could not get through. More forward play followed, the Club being the better in the house. When near the Naval twenty-five, Master picked up and passed to Pearce, who made a fine run, transferring the ball to Lecky when only the fullback remained to beat. Lecky just got past and scored in the corner. Pearce made a good attempt at goal but missed; it was a difficult angle. A fine passing rush, in which Blackburne, Pearce, Preshaw and Kendall figured had a somewhat amusing ending. Kendall was caught from behind when speeding for the line and his unorthodox was completely torn from him. Fortunately a spectator had an overcoat handy and Kendall left for a change, amid general laughter at the *contretemps*. While he was absent the Naval three quarters, Lloyd in the van, ably backed by Marks, almost crossed the Club's line. From a scrum five yards from the line Pearce kicked clear to Baker, who essayed a drop kick at goal, but made a poor attempt and Petley touched down. There was no further scoring and the game ended in a draw, 6-6.

Rehearsals for the Cathedral Musical Festival are proceeding apace and if promises be fulfilled, we shall be given not only an ambitious but a very well rendered programme. Such an innovation, however, is not to be allowed without some malicious protest, and anybody who is pretending to be amazed, aggrieved and astounded that Mr Walker should be so utterly lost to the fitness of things should take countenance money being paid for seats in the Cathedral when the event comes off. "Why not?" Why should Shanghai be different from Cathedral towns in England and why should these sanctimonious gentlemen with an inordinate love of seeing their silly thoughts in print be given a rare musical

trout for nothing? We may be quite sure any money thus obtained will be devoted to an infinitely worthy object and we must not forget the expenses attendant on such a production which is being looked forward to by the majority of us with keen anticipation.

"Observer" has published his promised article on "Snobishness" in the "Times." He may be forgiven his pious platitudes because of these few scathing remarks which are worth repeating:—"Shanghai society is very varied and very mixed, but it is suburban. It savours more of Balham, Brixton and Tooting than of Belgrave. Why do so many people here ape Belgrave and affect exclusiveness when they know so well that on their return to England they will inevitably go back to that sphere of social life to which it has pleased God to call them. A large salary, horses and carriages, a detached house instead of one in a row, dinner parties and select dances do not change the people from what they really are, except it be to make them a little more insufferably than they were before these good things came their way." Rather sweeping, isn't it? but in very many instances it is true. "Observer" particularly rails against the snobishness which precludes the retail man from entering into any social functions. He is given the cold shoulder at dances and he may not enter into clubs, whether he be the Rowing Club or simply the social club. This may be good and wise in home towns where different classes are catered for in different manners, but in Shanghai nothing is done for these people and I agree it is the height of snobishness to bar them from any honest amusement when they number so many good men and true.

The Chrysanthemum Show this year was not above my previous records, but, all the same, the Town Hall looked very beautiful with its magnificent visitors holding stately heads aloft. Each pot of flowers gave evidence of much careful training with the separate flowers supported and directed in the way they should go if the plant would win a prize, but surely chrysanthemums are even more graceful when they fall as nature would wish. A striking feature was the height of the plants, indeed, some of them had the appearance of miniature trees carrying strange blooms atop. There is a ridiculous department in these shows. Several ladies compete in the table decorations and sometimes they produce very striking effects and they win prizes. There is the absurdity, there are nearly as many prizes as there are entries and it seems so childish. Besides a Chrysanthemum Show should be reserved for chrysanthemums, so it seems rather out of keeping that a prize should be awarded for a table decorated with roses and violets, surrounding a miniature pond in which tiny little gold fish swim and which was spanned by a rustic bridge. It really was very pretty but it had nothing to do with chrysanthemums.

CHINA AND AUSTRALIA.

Visit of a Commissioner.

For some months past the Chinese in the Commonwealth have been eagerly awaiting the arrival of a representative of the Chinese Government to Australia, to investigate the conditions under which they are subjected, so that the desirability or otherwise of appointing a Consul-General to watch over their interests could be considered in every way. The idea originated with the Chinese Ambassador in London, to whom representations had first been made, and he at once suggested to his Government that the official appointed to make the tour should also study the various constitutions in vogue in the Commonwealth, and the result of his labors could then be considered among the proposals of the other five commissioners who have toured Europe and America.

The official appointed is Prefect H. C. Hwang, an antelope of the Chinese Imperial Legation in London, and he arrived in Sydney from Brisbane on October 27 accompanied by Mr Wen Hsing Hsien, who is acting as interpreter and private secretary. Prefect Hwang is a mandarin of the fourth degree, and is a trusted officer of the Chinese diplomatic corps.

The Chinese of Sydney made a special effort to give the visitors a royal welcome, upwards of 150 being present on arrival of the Brisbane mail at Sydney station. Messrs. Yee Hing (president) Chinese Empire Reform Association, Chan See (Chinese Merchants' Association), and Samuel Wong (representing the State of Victoria) met the visitors at Strathfield, and accompanied them to Sydney, where drags were waiting to convey them to Petley's Hotel. On arrival the visitors quickly changed their "European" dress for their official robes, and were afterwards entertained at dinner. Mr Yee Hing presided, having on his right the commissioner, his secretary, and Mr S. Wong, while on his left were Messrs. A. Forsythe (Messrs. Burns, Philip, and Co.), A. G. Baxter (of the same firm), Sun Johnson (representing the Yau Yik Tong Society), and O. Lean Fore (of "The Wah Times" Newspaper Co.). The usual royal toasts were honored, after which the commissioner was welcomed by the heads of the various societies present, and assured of the loyalty and goodwill of the Chinese to their Sovereign, a hearty wish being expressed that the result of the commissioner's labors would be fraught with much good for both China and Australia.

The commissioner subsequently held a reception, when some 70 Chinese gentlemen and several Europeans were introduced to him.

## SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

SHANGHAI, November 16.

Major Hall has not lost any time over his investigations into the cause of the trouble with the Sikh police last month, and acting on his advice several Indian constables were brought up at the British Supreme Court on the charges of refusing work themselves and also instigating others to do likewise. Major Hall gave it as his opinion that if these men were continued in the force, further trouble must occur owing to their bad influence, and he suggested their deportation to India, but his Lordship took a more lenient view and ordered the men to find very heavy securities for their future good behaviour—these more advanced in rank are asked to find securities for \$1,000 and their subordinates are let off with \$500. It will be a very healthy lesson to these men, but we are still waiting patiently to hear whether they had any just complaint to make and whether their representations of grievances met with disdain, but, with customary Shanghai secrecy, we have as yet been told not a word and the probability is we never shall be.

A curious case, in which judgment has been reserved, has been one of the out-comes of the Municipal Council's order prohibiting gambling by the Chinese on the occasion of Race Meetings. Mr C. A. Biddle, Manager of the Hotel Metropole, was in the habit of letting the Chinese Grand Stand for betting purposes to a Chinaman named Woo Ah Sunq, for which he received the substantial payment of \$15,000. When the Council issued its notice Woo Ah Sunq was in some trepidation, but, as he says, acting on the assurance of Mr Biddle that the Chinese Grand Stand was not included in the restricting prohibition, he engaged the stand for the meeting which has just finished, only to find Mr Biddle's statement incorrect. The upshot is that he has sued Mr Biddle for fraudulently obtaining the \$15,000 from him. Mr Biddle, however, says he was acting for the Metropole Company and that the money received was paid into their account. The Judge's decision is held over, but it is impossible to refrain from reflecting upon the enormous profits that Woo Ah Sunq who in his public capacity is simply a boy employed by the Hotel Metropole must make with his twenty cents admission to the Stand, when gambling was carried on at the multitude of small tables, so as to enable him, with the co-operation of some friends in similar positions, to pay up \$15,000 with a complacent air which would bring envy to the heart of many a hard-up foreigner.

The sun still shone when the off day of the Races came round and, bitterly cold though it was, it would have been an ill conditioned soul who grumbled at the weather. Unfortunately, the day was marred by a nasty accident to Mr Vida, riding Nares, in the Grand Steeplechase. Nareses stumbled at the jump just opposite the Grand Stand and coming down rolled over his rider. With the highest pluck and the best instincts of a sportsman the injured jockey picked himself up and led the pony out of the way of the other competitors, but the exertion was too much for him and he fell down. A hasty examination showed he had fractured his wrist and he was removed to the General Hospital. Yet another dead heat was run and the race between Arrowbar and Ca Canny in the Hokoka Cup was a splendid sight. The two jockeys and the two ponies seemed moving on the same machinery and together they reached the winning post neck by neck. When the dead heat between the two was finally run off, almost the same conditions prevailed until Arrowbar taking a slight lead on the outside won by barely a head. And now that the Races are over we are talking of the wonderful doings of Moriaki, who certainly was the pony of the meeting and Mr Laurence may thank his lucky stars that the animal is his. It was brought down specially for Mr Laurence but during his absence it was put up to auction but was not disposed of as the limit of \$400 was not reached. Bidders could hardly be blamed because the animal is not prepossessing and is far from looking well, besides evincing a viciousness of disposition and vulgar tastes not in accord with winners of our great races. On the morning of the Champions he fortified himself by munching up an old bridle, and even when proved victor he was unscrupulous enough to try and bite the nervous Hookton. But what a revenge because Messrs Barclay and Kanuck have now bought him for 4,000 taels.

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## MATTERS FEMININE.

## Betty's London Letter.

LONDON, October 12th, 1906.

DEAR ELTON,—A feature of the new autumn costumes is the waistcoat of check material with a bolero of plain cloth. These waistcoats will be bordered with cloth to match and supplemented with sleeves of the checked material; the bolero which will be worn with them being made in many cases with short epaulettes sleeves terminating half way between the shoulder and elbow.

Cloth skirts are being made with front panels, which are narrower at the top than they were last year, but graduate towards the hem. Box pleated skirts are once more to the fore and even in cases where the skirt is cut quite plainly it is often finished at the back with a couple of narrow box pleats. Striped tweeds are being much used for autumn frocks, and for this material, a skirt of umbrella shape, seamed back and front, with an added narrow tablier is most in vogue. The strictly tailor-made suit asks the assistance of a neat trim skirt, while the more brilliant model is happily completed by a silk or satin blouse.

This season the smart little lace and net slip is to be called to our rescue. These last named are of very fascinating character and offer up an endless variety of dainty schemes. A pretty model of Brussels lace had a lace design applied to the net background, the pattern being worked over in various shades of flossello silk. The wide bristles and front *empieusement* were formed of this embroidered lace, edged with tiny double knitted frills of fine Valenciennes lace.

Blouses of Oriental satin or moire silk are made with a detachable gimp of coarse lace, allowing for a crossover front. The blouses are ornamented with *brillies* and cuffs of figured chine silk edged with little knitted frills of the same and finished with enamel buttons set in jet rims.

Now the weather is cooler again, we may again dress ourselves in warmer colours. I consider a woman looks to greater advantage (given the correct eye for colour) in a pronounced tone of a becoming colour than she can, or does, in one of the anemic die-away shades that seem to have a chronic hold on the affections of the majority. This especially refers to women living in a land of vivid colour contrasts. This season we shall not be at variance with Dame Fashion if we wear cherry red, raspberry red, olive or bronze green. Nor if we favour brown, whether mahogany, coffee, nut or other rich brown shade. The variety spread before the buyer of winter frocks is really very bewildering and almost unlimited.

Some dainty evening frocks for girls are being made of soft white satin, pleated from a round décolletage into a wide Empire belt embroidered in pearls or moon stones. The skirt falls perfectly straight and is finished at the hem with a couple of flounces or a wide band of embroidery to match the belt. The short puffed sleeves are of satin, headed with frills of chiffon.

There threatens to be a great revival of the bead industry. Velvet facings to coats are worked with floral designs in dull coloured beads and here and there silk is introduced to give a handsome effect to the embroidery. Let me warn you however that a mass of beads near the face is by no means becoming. They have a hard look and only a perfect complexion could sustain such proximity without the intervention of lace or some similar softening medium.

A popular and simple savoury is the following:—  
*Herring-roi Toast*.—Take some tinned herring's roe, season it with a squeeze of lemon juice, a little cayenne pepper and some chopped parsley. Fry in a small quantity of fresh butter and spread on rounds of buttered toast. This savoury should be served very hot.

*Grenadine de Beef*.—Cut neat oval pieces from a tender fillet of beef, lard them and put them for some hours into a mixture of four desert spoonsful of salad oil, one of vinegar, a little sliced onion, salt and pepper.

Drain and fry for four minutes, then steam for three quarters of an hour, basting frequently. When done arrange on an entree dish and serve with thick brown sauce.

Yours ever,  
Betty.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—  
On the 21st at 11.55.—Pressure is still high over China but giving way quickly particularly along the Yangtze. Probably an area of low pressure will appear to the North of the Yangtze.

The barometer is rising over Japan, the depression lying in the Sea of Japan yesterday, having moved into the Pacific. Gradiente has decreased on the China Coast and the monsoon will moderate. Over the China Sea they continue rather steep and hard monsoon is still expected to prevail.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.  
Forecast for the 24 hours ending at noon to-morrow.

Forecast District:—  
1.—Hongkong and Neighbourhood: S. winds, fresh to moderate S.E. fine.  
2.—Formosa Channel: Same as No. 1.  
3.—South coast of China between Hongkong and Lamook: Same as No. 1.  
4.—South coast of China between Hongkong and Haiman: Same as No. 1.

## SOCIAL AND PERSONAL.

## Mr Sato, the new Japanese Minister to the Netherlands who left Japan for his new post on the 14th inst., and Mrs Sato were given a farewell audience by His Majesty the Emperor of Japan on Nov. 12.

The *Straits Times* says, "The announcement that the late Mr E. R. Bellillo has left the greater portion of his estate in Hongkong for the benefit of Jewish charities in Calcutta, falling issue to his sons, will cause much heartburning in Hongkong, where the deceased gentleman lived for so many years and amassed his great fortune." We have failed to detect any heartburning.

Captain Rinder's many friends will be pleased to learn that he has been appointed Assistant Superintendent of the Pacific Coast Steamship Co., a concern which operates about a score of steamers on the Pacific coastlines. The "Minnesota" comes out under the command of Capt. Austin, formerly Chief Officer with Capt. Rinder. Capt. Austin is to be congratulated upon his attainment of such a responsible position as master of the "Minnesota."

A proposal is on foot in Yokohama to establish a Girls' Club. The *Japan Gazette* considers that the institution will supply a want that has long been felt in the northern port, and states that the scheme is being taken up with the greatest enthusiasm and interest by all who have yet heard of it. The object of the Club is primarily social—"to promote good fellowship among its members." But the aim of the originators of the scheme is also to afford opportunities of self-development to all who feel their need of it, and classes and reunions will in time be formed under the auspices of the Club for the study of shorthand, typewriting, music, literature, and other subjects considered desirable by the members. Another attractive feature in this connection is the proposed Physical Culture class, for which the services of competent instructors have already been secured. The scheme seems in every way an excellent one, and the praiseworthy efforts of the promoters will be watched with no little interest elsewhere.

BY WHARF AND WAVE.

The "Doris" is another liner which has been brought across the Pacific on the present trip by a new commander. Captain Harry Gaudreger is now in command of the O. and O. steamship, succeeding Captain Harry Smith, whose transfer to the White Star service on the Atlantic has already been reported. A complimentary dinner was given at San Francisco by the chief engineer of the "Doris," Mr W. Allen, to the retiring commander.

The New Zealand Shipmasters' Association has declared its "unqualified dissatisfaction" with the result of the nautical inquiry into the abandonment of the steamer "Port Stephens." This says the *Sydney Daily Telegraph*, adds weighty testimony to the captain's side of the argument. Whether the vessel should have been lost, as far as the captain was concerned, is the question upon which the assessors had one opinion and the Shipmaster's Association, composed of experienced officers with a special knowledge of the coast, announces another. It is not only that there is a tradition which insistently pictures the captain sticking to his ship, even with foolhardy devotion. The evidence showed that although he was not quite a stranger to those stormy waters around the south-eastern coast of New Zealand, he did not claim to be familiar with the currents as described in official publications, that when the steamer was abandoned some of her hatches were off, and that she only carried a fortnight's provisions for her run from Oamaru to Newcastle. No doubt the captain should know the set of the currents and the average lay of the winds, but the knowledge would have been of little use in this case. On a Wednesday morning the shaft broke, and as, like most of her class, the steamer did not carry sail enough to work her with in heavy weather, she relied almost "broadside" on her rough sea, and it was Sunday before a sight of the broken shaft could be got. Repairing it was then found impossible, and the ship was then buffeted 229 miles into the bitter latitudes far south, when on the Monday a barque which had been blown out of her course was sighted and signalled. Having consulted the captain of this vessel, the master of the "Port Stephens" mustered all hands and gave them their choice between staying by the derelict and going aboard the barque. When they had been told the position of the ship and the shortness of her supply of provisions, all but the chief engineer and the carpenter elected for the barque, as might have been expected, and the captain had to go with them.

What else could have been done is easier to suggest than it would have been to do. The steamer was absolutely helpless, and although she might have floated up at the Auckland Islands (from which she was about 140 miles away when the crew left), or even, as one witness suggested, at the Chatham, on the other side of New Zealand, if she made that land in rough weather it was more than likely that she would have been smashed on to it, with fatal results to all on board. But even if the crew had been given enough to risk that and the other chance of being cast away on the southern icefields, they had not sufficient provisions to last them through that voyage perilous. It is not altogether impossible to understand that in all the circumstances they were in such

haste to get to the rescue ship that some of the "Port Stephens" hatchways were left open, as they should not have been. Had she been well provisioned one ground for leaving her would not have been available, and this is a matter which might well form the subject of regulation. On many lines it is the custom to provide very substantially in this respect—the Union Company, for instance, provisions all its steamers without exception, for six months—and simple regard for life necessitates that that should be compulsory. Suppose the "Port Stephens" had been drifting about the Tasman Sea for weeks, as the "Port Stephens" was, what must have been the terrible fate of her crew, with only a fortnight's food? Another lesson the disaster teaches home is the old but live one that steamers should have twin screws. On our own coastal trade twin screws are coming increasingly into use, and it was only the other day that one of these vessels, having broken a shaft, finished her voyage on the other propeller. It is at least as necessary that ocean-going steamers should have this resource. If regard for life and security do not recommend it, commercial prudence ought to do so, for the risk of losing the single screw involves has materialized in a number of broken shaft experiences recently, and it is not once in a hundred such disasters that the steamer is so favored by weather as to be able to sail in front of the wind right back to port, as the "Norfolk" most remarkably did into Fremantle the other day.

NOTHING TO FEAR.

MOTHERS need have no hesitancy in giving Chamberlain's Cough Remedy to their little ones, as it contains absolutely nothing injurious. This remedy is not only perfectly safe to give small children, but is a medicine of great worth and merit. For sale by all chemists and druggists.

CHAMBERLAIN'S COUGH REMEDY.

BENEFITS A CITY COUNCILMAN AT KINGSTON, JAMAICA.

MR W. O'Reilly Fogarty, who is a member of the City Council at Kingston, Jamaica, writes as follows:—"One bottle of Chamberlain's Cough Remedy had good effect on a cough that was giving me trouble and I think I should have been more quickly relieved if I had continued the remedy. There it was, benighted and it is my intention to obtain another bottle." For sale by all chemists and druggists.

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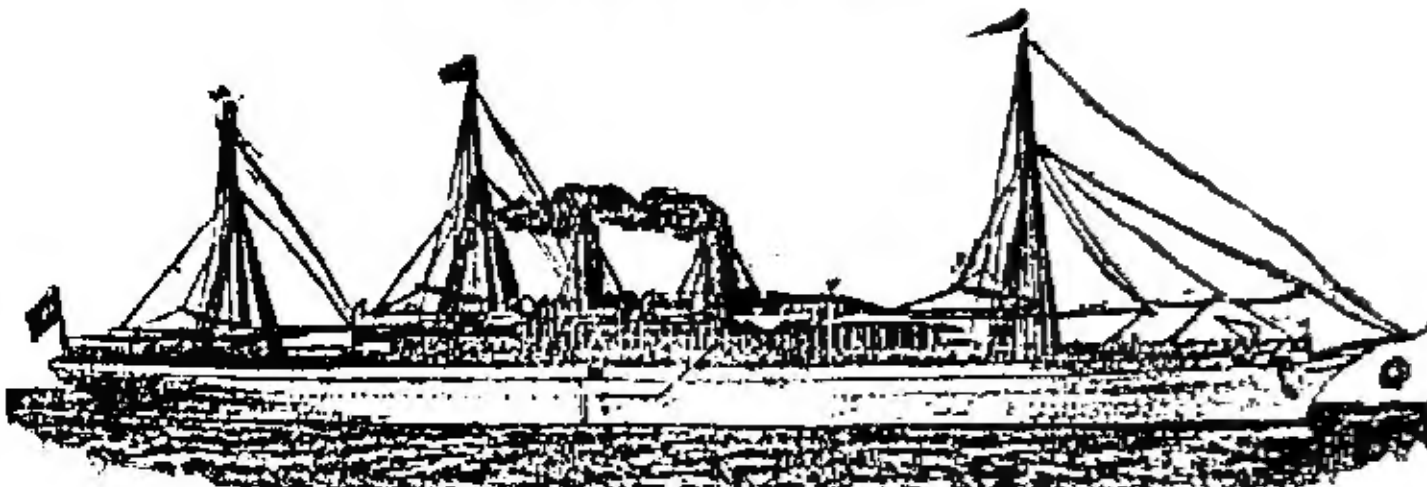
## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

WEDNESDAY, NOVEMBER 21, 1906.

DESTINATION	SHIP	DATE	TIME	REMARKS
LONDON & ANTWERP, via CEYLON	CEYLON	Nov. 21st	10:00 a.m.	Freight and Passengers
CEYLON	CEYLON	Nov. 21st	10:00 a.m.	Freight and Passengers
CEYLON	CEYLON	Nov. 21st	10:00 a.m.	Freight and Passengers
CEYLON	CEYLON	Nov. 21st	10:00 a.m.	Freight and Passengers
CEYLON	CEYLON	Nov. 21st	10:00 a.m.	Freight and Passengers

## CANADIAN PACIFIC RAILWAY COMPANY'S COAST MAIL STEAMSHIP LINE.



## LUXURY, SPEED, PUNCTUALITY.

The only line that maintains a regular schedule of 11 days across the Pacific from Vancouver to Hong Kong.

11 DAYS HONGKONG TO VANCOUVER

(Subject to Alteration)

SHIP	DATE	TIME	REMARKS
EMERALD OF INDIA	Thursday, Nov. 22	10:00 a.m.	10
ATHLETIC	Friday, Nov. 23	10:00 a.m.	10
EMERALD OF JAPAN	Saturday, Nov. 24	10:00 a.m.	10
EMERALD OF CHINA	Sunday, Nov. 25	10:00 a.m.	10
EMERALD OF AUSTRALIA	Monday, Nov. 26	10:00 a.m.	10

Steamers will depart from Hong Kong at 10:00 a.m.

For further information, apply to the Agents.

Agents: D. W. CRADDOCK, Acting General Agent.

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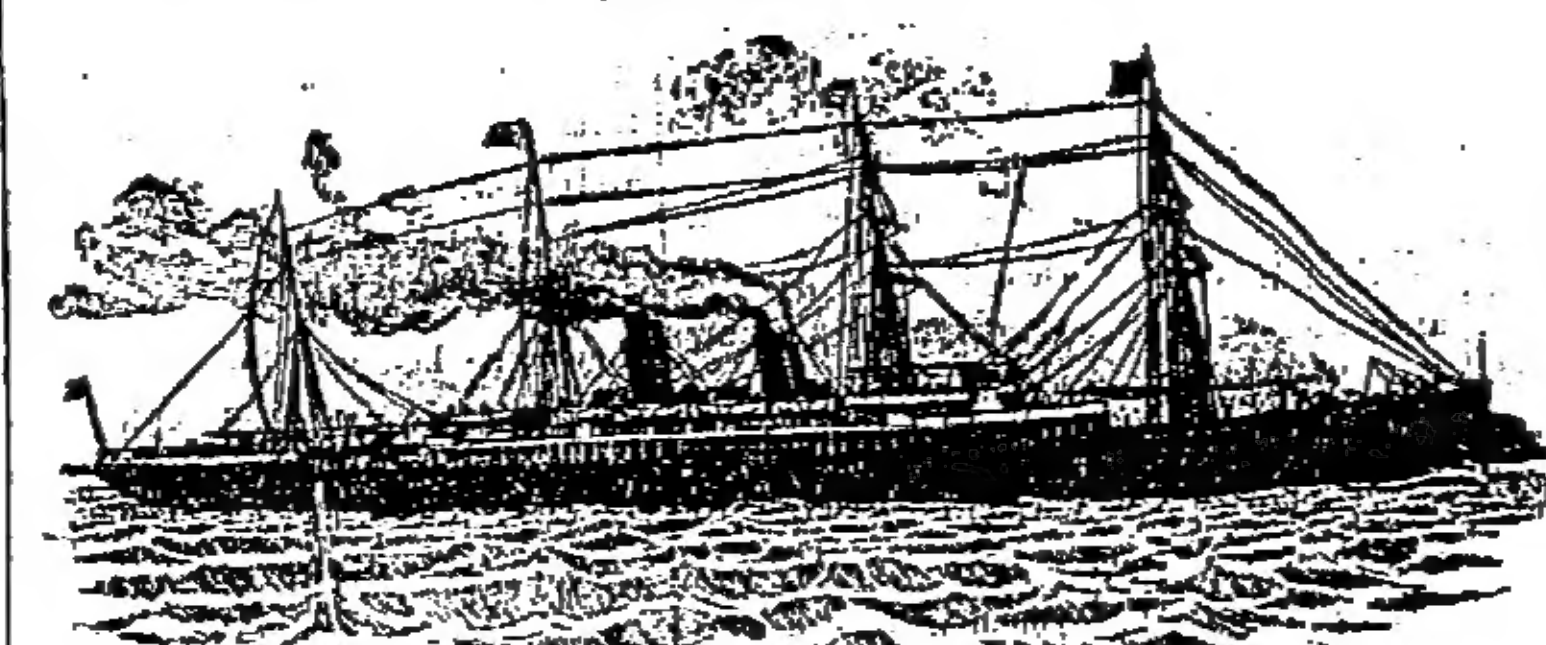
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## Shipping.

## PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.  
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, to the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SHIP	DATE	TIME	REMARKS
DORIC	Nov. 21st	10:00 a.m.	10
COPTIC	Nov. 22nd	10:00 a.m.	10
HONGKONG MARU	Nov. 23rd	10:00 a.m.	10
AMERICA MARU	Nov. 24th	10:00 a.m.	10
SIBERIA	Nov. 25th	10:00 a.m.	10
OHINA	Nov. 26th	10:00 a.m.	10
MONOUE	Nov. 27th	10:00 a.m.	10
NIPPON MARU	Nov. 28th	10:00 a.m.	10

RECORD FAST TRIPS.

Yokohama to San Francisco, S.S. KOREA, 18,000 tons, September 16-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, S.S. SIBERIA, 18,000 tons, August 16th-20th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, S.S. SIBERIA, calling at Midway Islands and Honolulu en route, August 16th-31st, 1906, 15 days, 13 hours.

Yokohama to San Francisco, S.S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906; 10 days, 10 hours and 20 minutes.

THE O. & O. Steamship DORIC will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 30th November, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Company, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

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## Shipping.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD-BREMEN.

## EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STRANERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

WEDNESDAY, 18th Dec.

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# Shipping

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS  
FOR  
MARSEILLES & LONDON,  
TAKE PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MADRAS & LONDON	Due at MADRAS (Brindisi) 2 days earlier	Due at PLYMOUTH (London) 1 day later
TONS	Non Sat'day	TONS	Sunday, 1907	Saturday, 1907
MALTA 8000	Dec. 1	HIMALAYA 7000	Dec. 29	Jan. 5
DEVANHA 8000	Dec. 15	MOLDAVIA 10000	Jan. 12	Jan. 19
DELHI 8000	Dec. 29	VICTORIA 7000	Jan. 26	Feb. 2
ARADIA 7000	Jan. 12	CHINA 8000	Feb. 9	Feb. 16
SIMLA 8000	Jan. 26	INDIA 8000	Feb. 23	Mar. 1
DELTA 8000	Feb. 9	MONGOLIA 10000	Mar. 6	Mar. 13
MALTA 8000	Feb. 23	BRITANNIA 7000	Mar. 20	Mar. 27
DEVANHA 8000	Mar. 9	MAMORA 10500	Apr. 6	Apr. 13
Macedonia 10500	Mar. 23	(Through to London). via Bombay.	Apr. 20	Apr. 27
DELHI 8000	Apr. 6	MOLDAVIA 10000	May 4	May 11
ARADIA 7000	Apr. 20	HIMALAYA 7000	May 18	May 25
DELTA 8000	May 4	VICTORIA 7000	June 2	June 9
MALTA 8000	May 18	INDIA 8000	June 16	June 23

Passengers change steamers at Colombo, and those for Bremer transfer also to the Express Mail steamer at Port Said.  
An accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.  
In addition to the above Mail Steamers the following:

INTERMEDIATE (NOT THROUGH) STEAMERS

WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	TO	WAGE	Leaves HONGKONG	about	Due at LONDON	about (1907)
+ CEYLON	4500	Nov	21	Jan.	7	
+ SUMATRA	5000	Dec.	5	Jan.	21	
+ FORMOSA	4500	Dec.	19	Feb.	4	
+ NAMUR	7000	Jan.	(1906) 2	Feb.	18	
+ NUBIA	8000	Jan.	16	Mar.	4	
+ BOERNE	6000	Jan.	30	March	18	
+ JAVA	4500	Feb.	13	April	1	
+ NYANZA	7000	Feb.	27	April	15	
+ MANILA	4500	Mar.	27	May	13	
+ NILE	7000	April	10	May	27	
+ JAPAN	4500	April	24	June	10	

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.  
\* Carries 1st and 2nd Saloon Passengers. † Carries only First Saloon Passengers.  
For further particulars, apply to

F. A. HEWETT, Superintendent.

## HAMBURG-AMERIKA LINIE.

### PASSENGER SERVICE.

By the new steamers, 'Rhenania', 'Hamburg', 'Hohenstaufen' and the 'Scandia' and 'Silesia'. The steamers are specially built for the tropics and have luxurious passenger accommodation first-class. Cabins Amidsip, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses are carried. Laundry on board. Return tickets issued at reduced rates for two years available through tickets to be had to London via Havre and to New York via Naples and Hamburg.

### NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI).

Hohenstaufen	Capt. Jager	2nd December.
Silesia	Capt. Bahr	2nd January.
Scandia	Capt. v. Doehren	1st February.

### NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

Rhenania	Capt. v. Hoff	14th December.
Hohenstaufen	Capt. Jager	11th January.
Silesia	Capt. Bahr	8th February.
Scandia	Capt. v. Doehren	22nd March.
Habsburg	Capt. Filler	5th April.
Rhenania	Capt. v. Hoff	17th May.
Hohenstaufen	Capt. Jager	14th June.

### FREIGHT SERVICE.

ANDALUSIA	FOR SHANGHAI, KOBE & YOKOHAMA	24th November.
AMBRIA	FOR SHANGHAI, KOBE & YOKOHAMA	29th November.
Hohenstaufen	FOR SHANGHAI, KOBE & YOKOHAMA	2nd December.
Alesia	FOR SHANGHAI, KOBE & YOKOHAMA	15th December.
Spezia	FOR SHANGHAI, KOBE & YOKOHAMA	29th December.

### NEXT SAILINGS HOMEWARD.

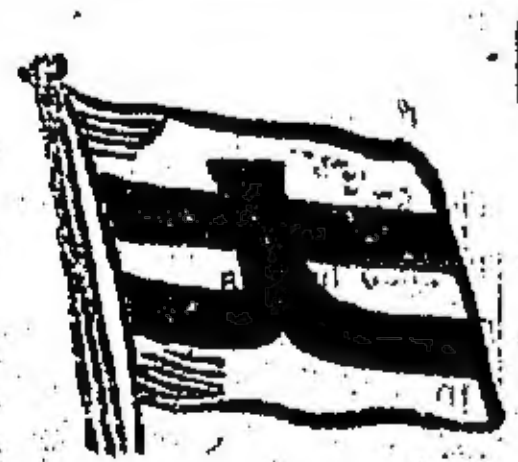
VIA STRAITS, COLOMBO AND ADEN,  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPIENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TUNIS, GENOA, PORTS in the LEVANT: BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS, also via ADEN or PORT SAID by the ARABIC PERMAN SERVICE to ARABIAN and PERSIAN GULF PORTS.

Steamers	Leaves	To
to	Hongkong	Sail
SITONIA	HAVRE, ANTWERP AND HAMBURG	30th November.
Rhenania	NAPLES, HAVRE, BREMEN & HAMBURG	14th December.
ANDALUSIA	HAVRE AND HAMBURG	29th December.
Hohenstaufen	NAPLES, HAVRE, BREMEN & HAMBURG	11th January.

### COAST SERVICE.

DAPHNE	TSINGTAU, NAGASAKI & VLADIVOSTOK	27th Nov.
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For Freight and Passage, apply to HAMBURG AMERIKA LINIE.



OSAKA SHOSEN KAISHA.  
REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.  
PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

The Co.'s s.s.	For	Leaving
MASAN MARU,	TAMBUK, VIA SWATOW,	SUNDAY, 26th
Capt. I. Sakurai,	AND AMOY.	Nov., at Daylight.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidsip, Unvallet Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.  
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

# Shipping.

## PASSENGER SEASON 1907.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

THROUGH STEAMER  
FOR  
MARSEILLES & LONDON,  
VIA COLOMBO AND BOMBAY.

THE S.S. 'MACEDONIA',  
10500 TONS, CAPT. C. D. BENNETT, R.N.R.

Will be despatched at Noon on SATURDAY, the 23rd MARCH, and is due in Marseilles on the 20th April and London on the 27th April.

In addition to giving Passengers an opportunity of spending about 24 hours in BOMBAY this vessel will make a fast run to MARSEILLES and LONDON. The voyage from Hongkong to Marseilles should be completed in 28 days and to London in 35 days.

FARES TO MARSEILLES: £61 First and £42 Second Saloon, and to London £65 First and £44 Second Saloon.

For further particulars, apply to  
E. A. HEWETT, Superintendent.

Hongkong, October 4, 1906. 1932

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
SINGAPORE, SAMARANG AND SOERABAYA	ORUNGSANG	THURSDAY, Nov. 22, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	KUTSANG	FRIDAY, Nov. 23, at 3 p.m.
SHANGHAI	TAISANG	FRIDAY, Nov. 23, at 4 p.m.
MANILA	YUENSANG	FRIDAY, Nov. 23, at 4 p.m.
SHANGHAI	KWONGSANG	SATURDAY, Nov. 24, at Noon.
TIENTSIN	CHIPSANG	SATURDAY, Nov. 24, at 4 p.m.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Norechwang and Yangtze Ports.  
\* Taking Cargo on through Bills of Lading to Koda, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

755

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To SAIL
TREMONT	9806	T. W. Garlick	November 27.
* PLEIADES	3763	F. G. Perington	About Dec. 20.
* CYRA	4417	G. V. Williams	December 20.
SHAWMUT	9806	E. V. Roberts	January 23, 1907.
* AYADES	3763	J. Alvon	January 30, 1907.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw a.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels enables them to carry a large quantity of cargo. Barber's shop and steam laundries. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS.

USEN'S BUILDINGS

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

FLINTSHIRE

will be despatched for the above ports on or about SATURDAY, the 24th inst.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, November 20, 1906. 2227

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

POLYNESIAN

Captain BROWN, will be despatched for the above ports on or about MONDAY, the 26th November.

G. DE CHAMPEAUX, Agent.

Hongkong, November 20, 1906. 2229

THE NORTHERN STEAMSHIP CO., LD. OF ST. PETERSBURG.

FOR ODESSA (DIRECT).

THE Company's Steamship

OTTO BERR

will be despatched for the above Port on or about 3rd December, 1906.

For Freight and further particulars, apply to

BRADLEY & CO., Agents.

Hongkong, November 15, 1906. 2235

## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, November 15th, 1906.  
At 100 cents per Dollar Mexican.

### Butcher Meat.

Beef steaks and prime cut—Mol Lang Pa	cts. 20
Corned—Ham Ngan Yek	20
Korat—Shiu	20
Breast—Nagu Lam	15
Soup—Tong Yek	15
Steak—Ngan Yek Pa	20
Cotom Ngan Lan Sidelas	30
Sausages—Ngan Ching	25
Bullock's Brains—Slow	per set 10
Tongue fresh—Ngan Li	each 50
Corned—Ham Ngan Li	55
Head—Ngan Tau	60
Heart—Ngan Sum	12
Hamp, Salt—Ngan Kin	20
Feet—Ngan Kerk	each 7
Kidneys—Ngan Yiu	10
Tail—Ngan Mei	17
Liver—Ngan Con	12
Tripe (medium)—Ngan To	17
Calves' Head and Feet—Ngan chait-tau-kak	set 1.00
Mutton Chop—Yeung Pal Kwat	12
Leg—Yeung Yek	24
Shoulder—Yeung Shau	24
Pigs' Chittings—Chi chong	24
Brains—Chi Know	per set 2
Feet—Chi Kerk	12
Fry—Chi Chak	12
Head—Chi Tau	12
Heart—Chi Sum	each 8
Kidneys—Chi Yiu	8
Liver—Chi Con	12
Pork Chop—Chi Pai Kwat	21
Corned—Ham Chu Yek	22
Leg—Chu Poi	22
Fat or Lard—Chu Yek	16
Sheep's Head and Feet—Yeung Tan Kerk	set 60
Heart—Yeung Sum	each 6
Kidneys—Yeung Yiu	10
Liver—Yeung Con	12
Sucking Pigs, To Order—Chu Chai	16
Beef, Beef—Sang Ngan Yek	24
Mutton—Sang Young Yek	24
Veal—Ngan Chai Yek	20
Sausages—Ngan Chai Yek Tong	20

### Poultry.

Chickens—Kai Chai	cts. 28
Capon, Large, Small—Sin Kai	30
Ducks—A	25
Doves—Pan Kau	each 15
Eggs, Hen—Kai Tan	per dozen 25
Fowls, Canton—Kai	30
Halman—Hoi Nam Kai	26
Geese—Ngi	25
Geese, Wild—Shi Yek Ngai	pair 25
Mask Deer—Wong Kong	each 25
Hare, Shanghai—Tu Chai	25
Partridge—Oho Kai	60
Pheasant—Shan Kai	pair 25
Pigeons, Canton—Pak Kap	each 27
Holow—Hoi Hoi Pak Kap	24
Quail—Um Chun	13
Rice Birds—Wo Fa Chok	dozen 15
Saipo—Sa Choy	each 25
Turkeys, Cock—Phor Kai Kung	60
Hen—Na	45
Wild Ducks, Shanghai—Sai Ap	pair 30
Tail—Sai Ap Chai	30
Wild Ducks, Canton—Sang Shing Sai Ap	each 30

### Fish.

Barbel—Ea Yu	cts. 12
Bream—Bin Yu	12
Canton Fresh Water Fish—Hoi Sin Yu	12
Carp—Li Yu	15
Catfish—Chik Yu	9
Oodfish—Man Yu	10
Crabs—Hal	12
Cuttle Fish—Muk Yu	11
Dab—Sa Mang Yu	13
Dace—Wong Mol Lam	9
Dog Fish—Ho Yu	8
Eels, Congor—Hal Man	14
Fresh water—Yan Yu	24
Eels, Yellow—Wong Sin	24
Frog—Tien Kai	28
Garoupa—Sok Pan	50
Gudgeon—Pak Kap Yu	11
Herrings—Tao Pak	18
Halibut—Cheung Kwai Kap	20
Labrus—Wong Fa Yu	18
Loach—Wo Yu	20
Lobsters—Lung Ha	30
Mackerel—Chik Yu	11
Monk Fish—Mong Yu	20
Mullet—Chai Yu	18
Oysters—Sang Hoo	20
Far oldish—Kai Kung Yu	15
Perch—Tao Loo	14
Pike—Fa Yu	9
Plaice—Pan Yu	14
Pomfret, Black—Hak Chong	18
Pomfret, White—Pak Chong	24
Prawns—Mong Yu	44
Ray—Fai Yu	8
Rock Fish—Sok Kai Kung	12
Roach—Chai Yu	28

Salmon—Ma Yau Yu	cts. 12
Shark—Sa Yu	8
Skate—Po Yu	9
Skipper—Ha	24
Snapper—Lap Yu	15
Soles—Tat Sa Yu	10
Tench—Wan Yu	18
Turbot—Oho Hoi Yu	20
Turtles, small, fresh water—Kerk Yu	55
White Bait—Ngan Yu Chai	—

### Fruits.

Almonds—Hung Yan	cts. 18
Apples, (California)—Kam San Ping Khe	28
" (Chefoo)—Tin Chun Ping Khe	28
" Small—Hoi Tong	6
Custard—Fan Lai Chai	each 1
Danana, fragrant, Canton—San Shing	3
Hong Chiu	3
Bananas, (brides), Mgoe—San Heng Chiu	4
Chestnuts, Chinese—Foong Lut	12
Carambola—Yeung Tuo	12
Cocoanuts—Yeh Tsz	each 10
Lemons, China—Ning Moong	12
" America—Kum San Ming Moon	7
Lichees, Dried—Lai Chi Con	45
" Fresh—	—
Limes, (Sai Gon)—Sai Kung Ning Moon	7
Mango, Manila—Lai Sung Moong	—
Mangosteens—San Chuk Tsz	—
Oranges, (Canton)—San Shing Tin Chong	12
Passifruit	dozen 1
Pears, (American)—Kam San Shat Li	12
" (Canton), Cooking—Sa Li	—
" (Shanghai)—Sheung Hai Li	16
Peanuts—Fa Sang	10
Persimmons Large—Hung Chio	10
Pine-apples, 1st quality—Sheung Poon Ti	—
" 2nd quality—Chung-tang-paw-law	—
Plantains—Tai Chou	12
Plums—Swatow Hung Lai	—
Pumelo, Siam—Chiu Lo Yau	11
Walnuts—Hop Tuo	12
" Green—Sang Hop Tuo	—
Water Melon—(Am.) Kum San Sai Kwa	—
" (China) Sai Kwa	—

### Vegetables, &c.

Artichokes, Shanghai—Sheng Hai	cts. 8	丁治
Chit Cheuk	cts. 8	澳門
Beans, (French), Macao,—Oh Moon Pin Ta	cts. 12	上海
(French), Shanghai,—Sheng Hai	cts. 12	上海
Pin Tau	cts. 12	上海
Sprout,—Ah Choi	cts. 4	牙榮
Long,—Tan Kok	cts. 10	荳蔻
Beet Root,—Hong Choi Tau	each	紅菜
Brinjals, Green,—Ching Yau Ker	cts. 2	青元菜
Red,—Hung Ker	cts. 4	紅茄
Cabbage, Chinese,—Kai Choy	cts. 4	紅菜
Cabbage Root,—Hung Yea Choy	each	紅菜
Cabbage, (Shanghai).—Yeh Choi	cts. 10	紅菜
Cane Shoots, bunch,—Kau Shun	cts. 3	摩菜
Canlidow, Large size,—Tai Yek Choi Ta	each	大摩菜
Medium size,—Cheung Yeh Choi Ta	each	中摩菜
Small size,—Sai Yeh Choi Fa	each	細摩菜
Carrots,—Kam Shun	cts. 7	金葵
Celery, Chinese,—Tong Kan Choi	cts. 7	磨芹
English,—Yeung	cts. 1	洋芹
Chilies Dried,—Cen Lat Chiu	cts. 10	乾紅
Red,—Hong Fa	cts. 10	紅花
Green,—Ching Lat Chiu	cts. 10	青神
Curry Staff, English,—Ka Lee Choi Lin	cts. 1	加厘
Cucumbers,—Ching Kwa	cts. 1	青風
Bitter Squash,—Fu Kwa	cts. 10	苦瓜
Carlio,—Suen Tau	cts. 6	蒜苗
Ginger, young,—San Tam Keung	cts. 7	新芋
old,—Lo Keung	cts. 7	老芋
Horse Radish, S'hai—Lik Kan	lb 28	力根
Indian Corn,—Sak Mai	pieces	粟米
Lekoon,—Yeung Sang Choi	each	蔴生
Water Chestnuts,—Ma Tai	cts. 7	馬蹄
Mandarin,—Kwel Lam Ma Tai	cts. 6	德林
Mushrooms, Fresh,—Sang Cho Kho	cts. 60	生草
Meek Melon,—(American)	each	金山香
Okraos,	cts. 4	洋豆
Onions, Bombay,—Yeung Cheung Tau	cts. 6	生豆
Green,—Sang Churg	cts. 4	生豆
Shanghai,—Sheng Hai Chung Tau	cts. 5	上海豆
Papaw, 1st qual.—Tai Man San Kwa	each	大馬
2nd — Chung	cts. 10	中馬
Paraley,—Kun Cho	cts. per lb \$2.00	芥菜
Green Peas,—Ching Tau	cts. 16	青豆
Potatoes, Sweet,—Fan Shu	cts. 12	食豆
Shanghai,—Sheng Hai Shu Tai	cts. 3	上海豆
Japan,—Yut Poor Shu Tai	cts. 2	日本豆
American,—Fa Ki	cts. 2	美國豆
Poochow,—Yuk Chao Shu Tai	cts. 2	湖州豆
Pumpkin,—Toong Kwa	cts. 2	冬瓜
Radish,—Hung Lo Pak Tai	4000	紅頭
Rhubarb (Fresh)—Tai Wong	cts. 1	大黃
Shalots,—Oon Chung Tau	cts. 12	乾葱
Spinage, (Chinese)—Faw Choi	cts. 6	菠菜
Spinach,—Yin Choi	cts. 4	菠菜
Tomatoes,—Fan Ker	cts. 7	蕃茄
Taro,—Wu Tau	cts. 5	芋頭
Taroia, Punt, (Long).—Low Pak	cts. 3	芋頭
English,—Jenng Low Pak	pieces	洋芋
Vegetable Marrow,—Ohit Kwa	cts. 3	磨瓜
(Am.)—Kum San Ohit Kwa	cts. 3	金山磨
Water Cresses,—Sal Yeung Choi	cts. 10	西洋
Lilly root,—Lin Ngau	cts. 10	蓮藕
Yams,—Ta Shu	cts. 10	大薯

C. W. BRETT,  
Inspector of Markets.

The prices necessarily vary from day to day and the San Francisco Board has no power to compel stallholders to sell at the price marked.

G. A. WOODCOCK,  
Inspector of Markets.



